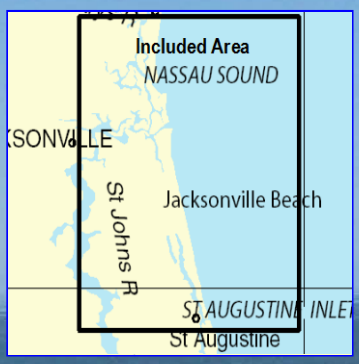
BookletChart™

Amelia Island to St. Augustine

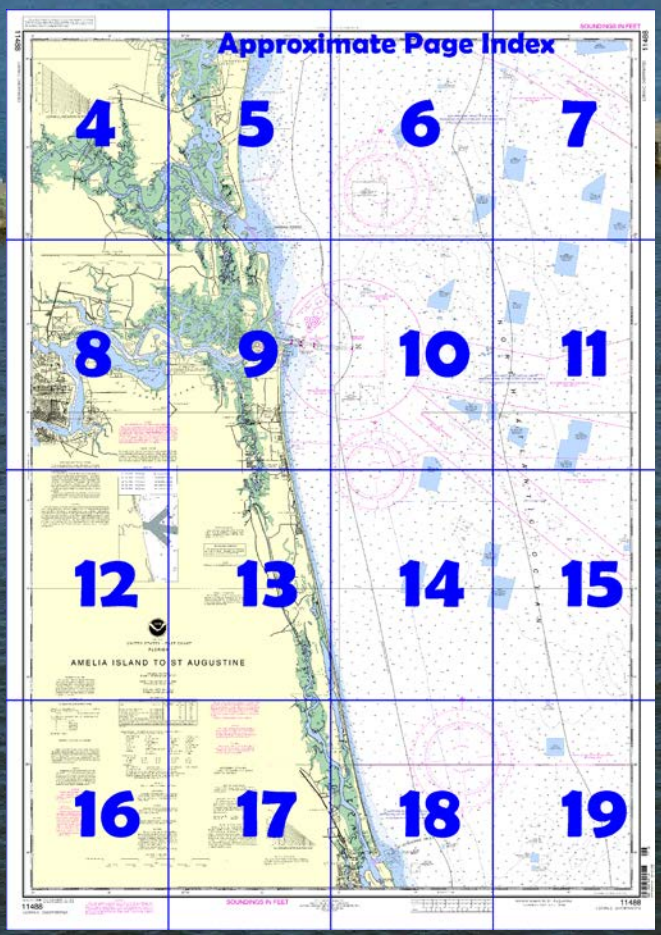
NOAA Chart 11488

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

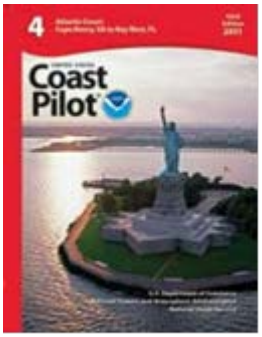
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11488



(Selected Excerpts from Coast Pilot)
St. Johns River, the largest in eastern Florida, is an unusual major river in that it flows from south to north over most of its length. The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places are winter resorts while others are centers of farming districts and citrus groves. Southward of the Jacksonville bridges, commercial traffic is light. Many pleasure craft navigate this part of the river, usually going only as far as Sanford, though small boats have navigated the river as far as Lake Washington.

Numerous fish havens are eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles eastward of St. Johns Light.

Along the coast from Charleston to Jacksonville, the course between the outer lighted whistle buoys is from 10 to 15 miles offshore. Vessels making for St. Johns River should guard against an inshore set that may amount to a knot or more due to the currents into the inlets.

Approaching from the southward, vessels clear Hetzel Shoal before

Caution.–Navigators should bear in mind the prevailing northerly current in this area, which is felt until well inside the 10 - fathom curve, except with northeasterly or northerly winds.

North Atlantic Right Whales.–Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c),** chapter 2.) The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c),** chapter 2 for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in the approach to the St. Johns River entrance to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of the port of Jacksonville. (See **North Atlantic right whales,** indexed as such, chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Southeastern United States Seasonal Management Area between November 15 and April 15. The area is defined as the waters bounded to the north by 31°27'N., to the south by 29°45'N., and to the east by 80°51.6'W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

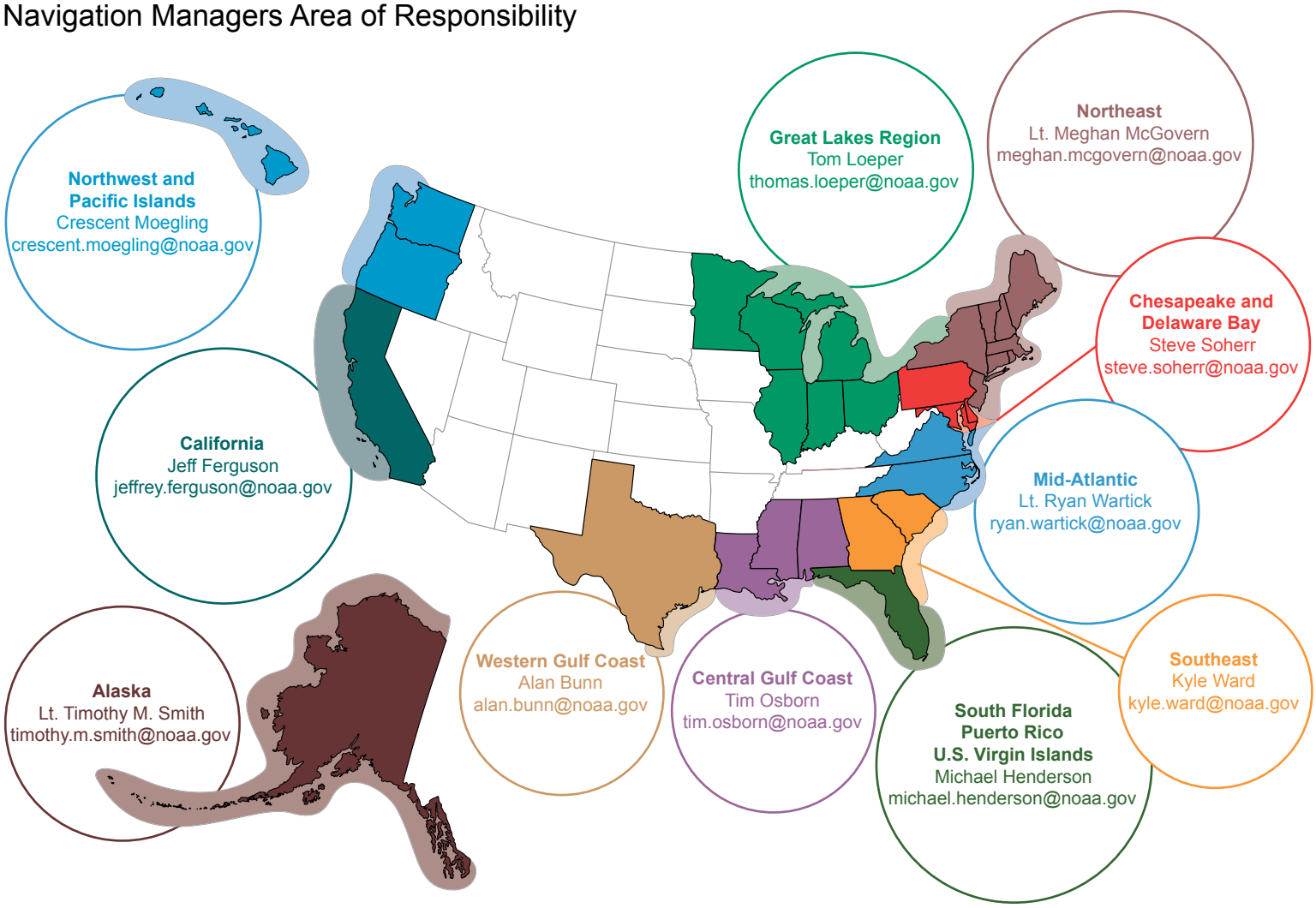
Communications and areas of concern.–The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents which often set across the ends of the jetties are discussed under Tides and Currents in this chapter. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. So as not to delay river traffic, low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes, if necessary, to allow other vessels to clear outbound or to allow full-powered and more maneuverable vessels to precede them through the jetties. Entry into the St. Johns River through the jetties must be with careful regard to wake and speed in consideration of persons fishing off the jetties and adjacent shoreline.

Areas of particular concern.–Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. The vessel with the fair current should initiate a proposal for meeting or passing and the vessel stemming the current should hold as necessary. Any departure from this procedure should be agreed to by both vessels in a timely manner

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

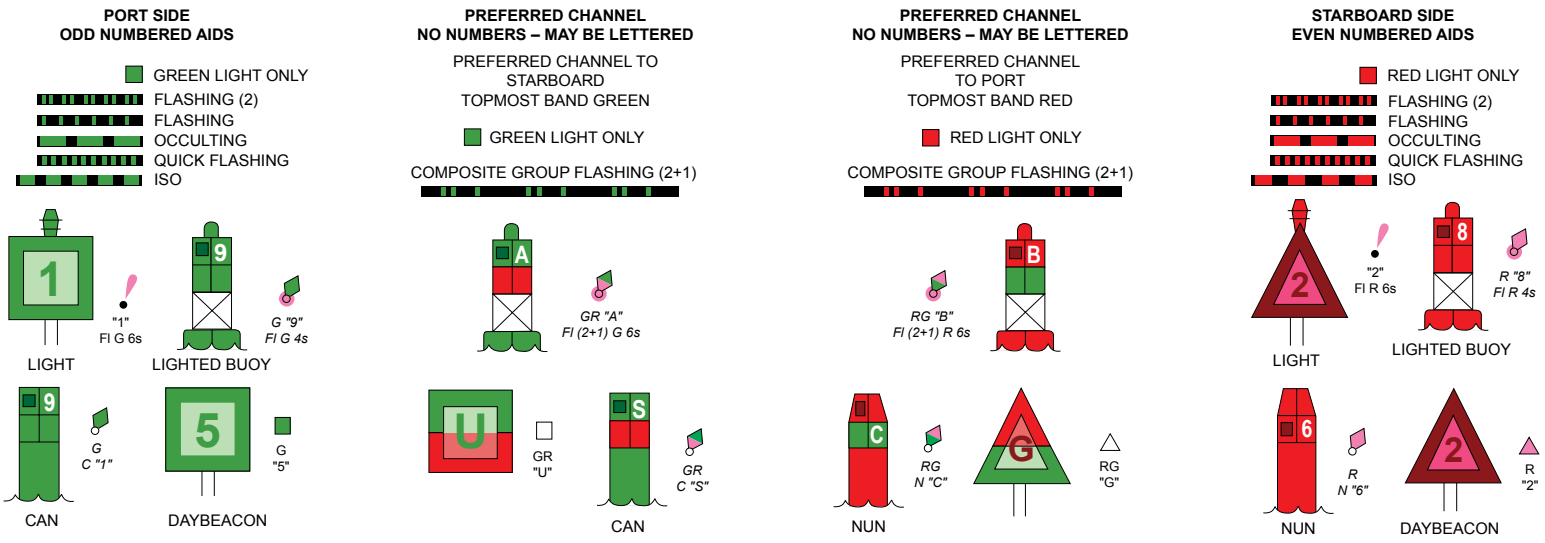


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

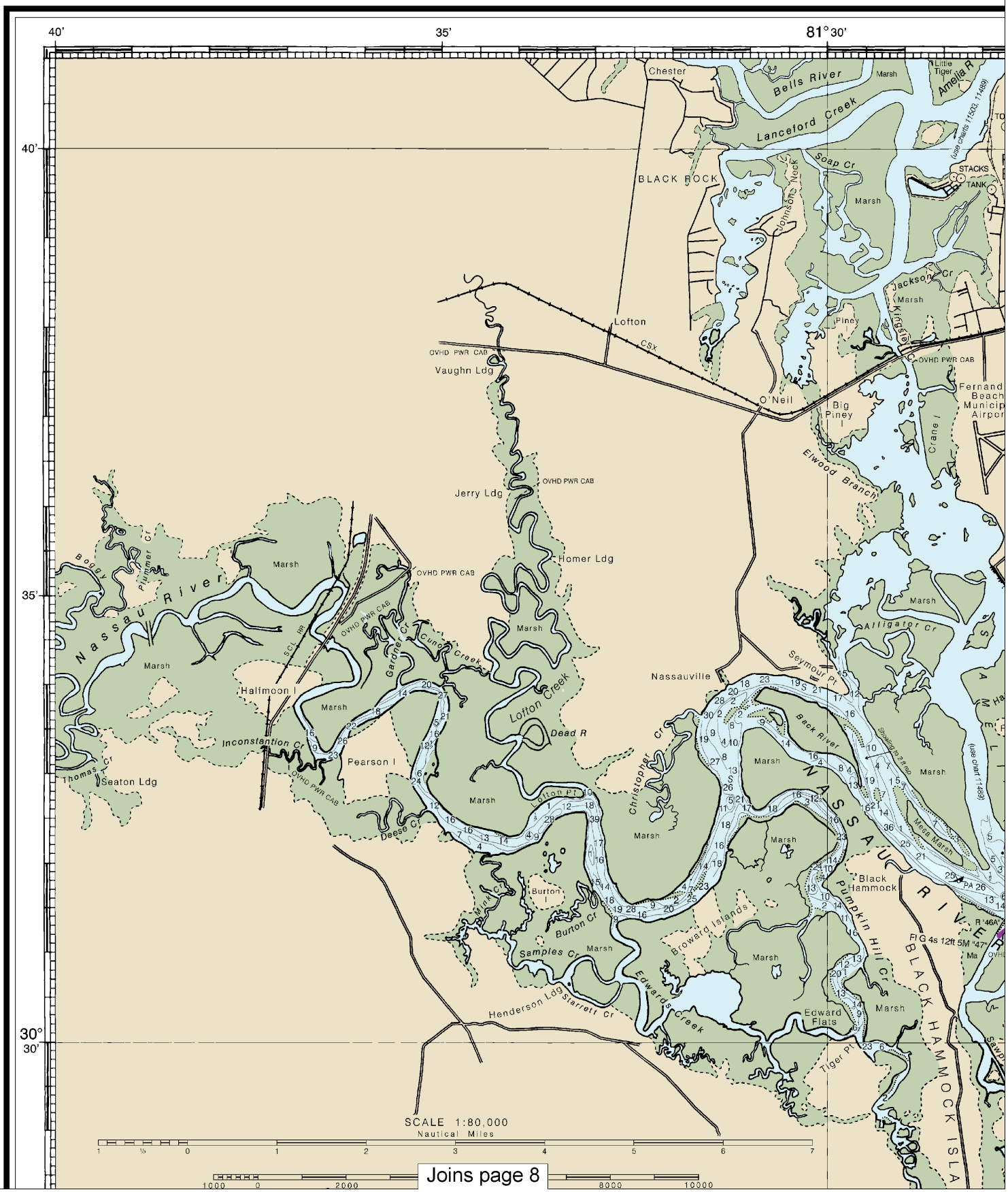
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

11488



Joins page 8

4

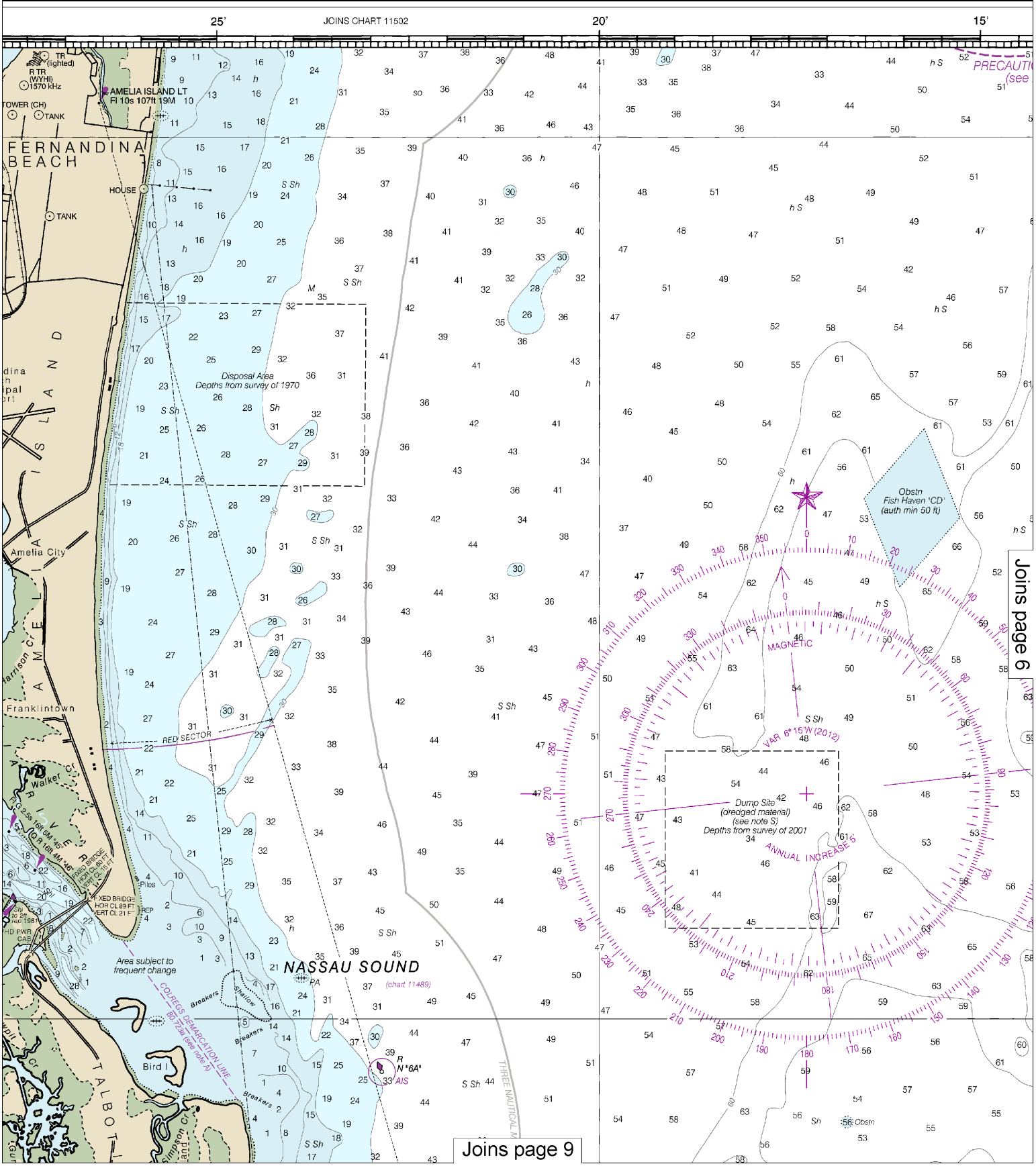
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

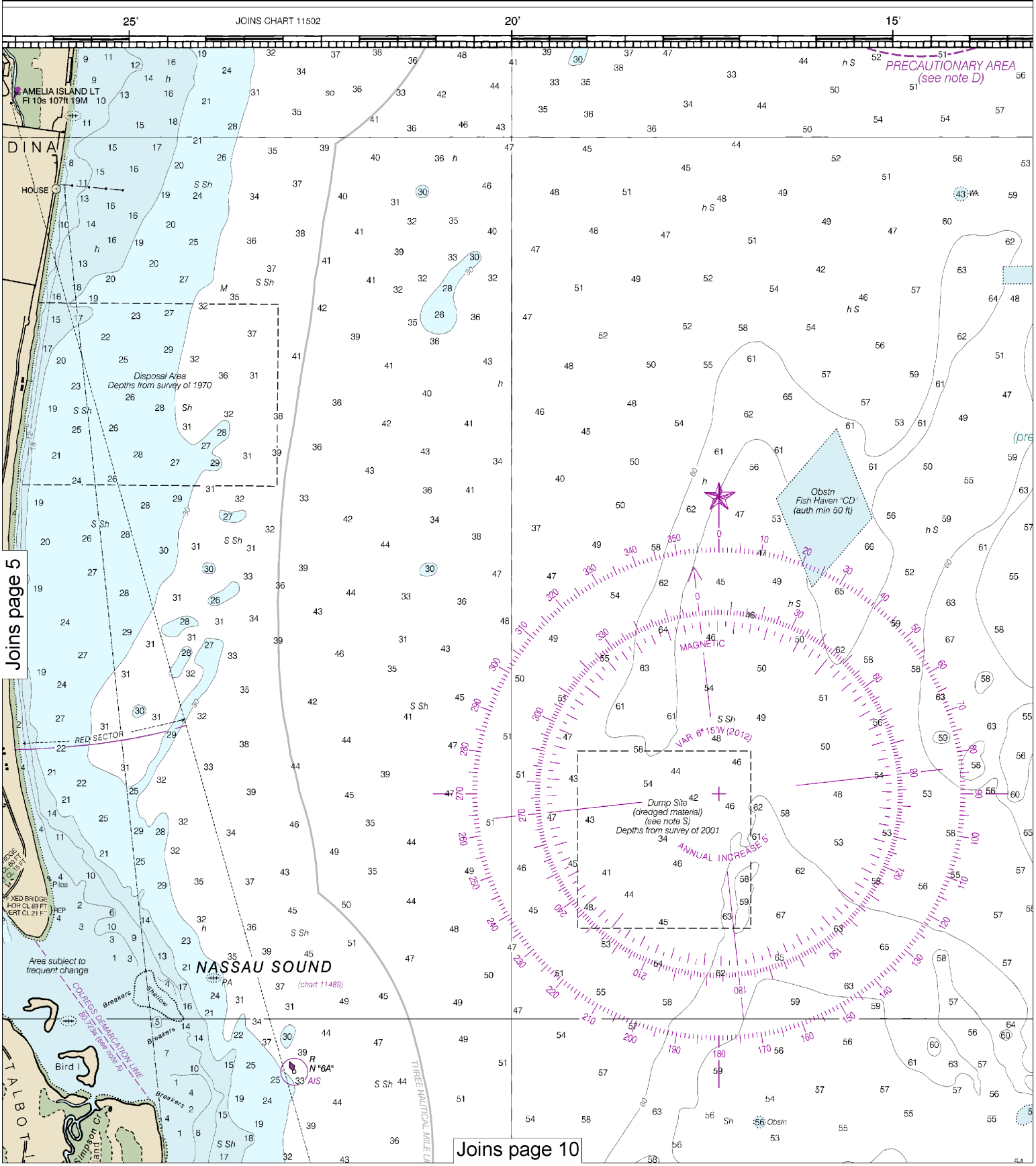
Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1243, 1st Ed., Apr. 1926 C-1939-506 KAPP 285



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

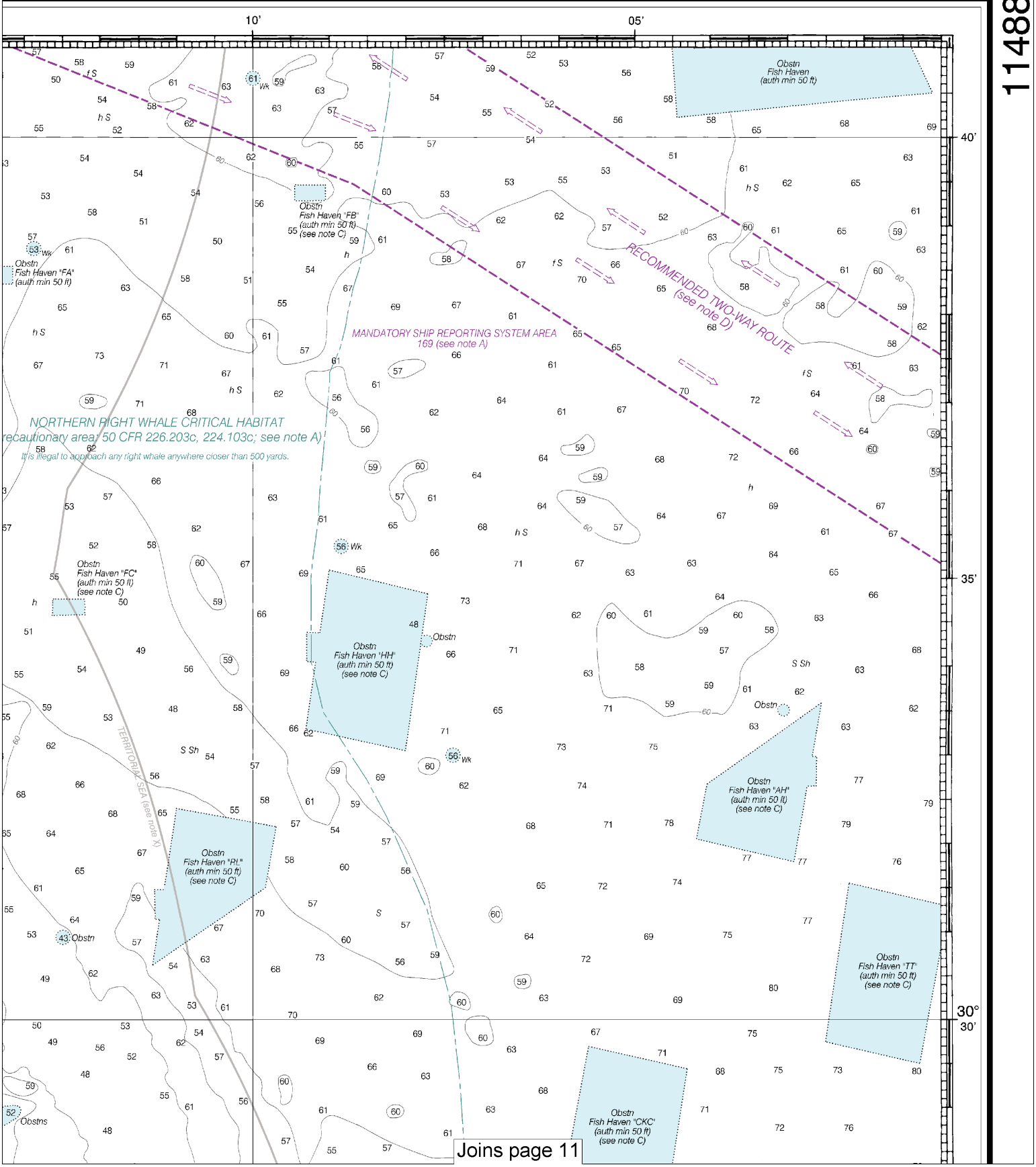
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

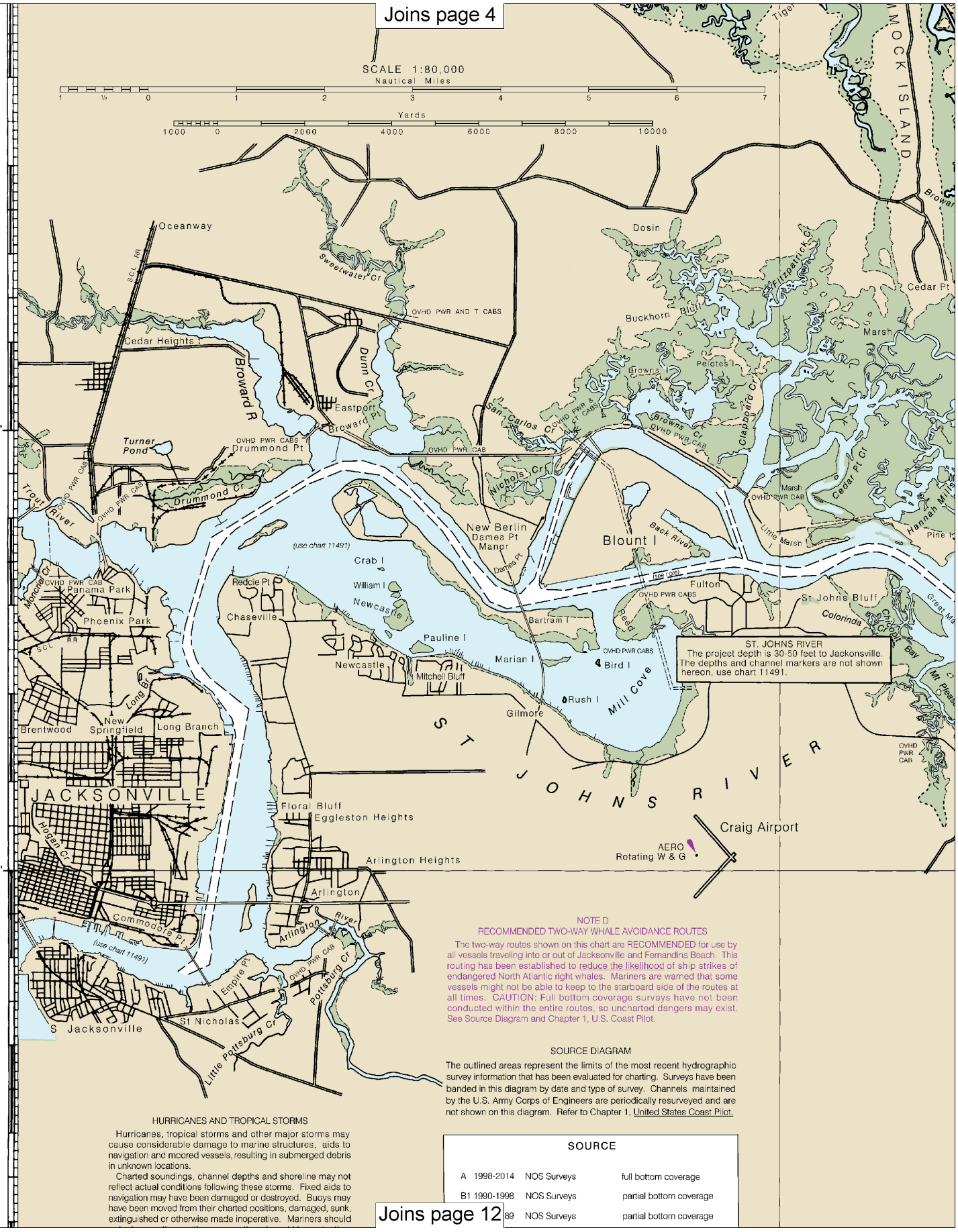
1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Last Correction: 11/17/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Joins page 4



NOTE D
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES

The two-way routes shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Jacksonville and Fernandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the routes at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire routes, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1998-2014	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
	89	NOS Surveys	partial bottom coverage

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should

CONTINUED ON CHART 11492

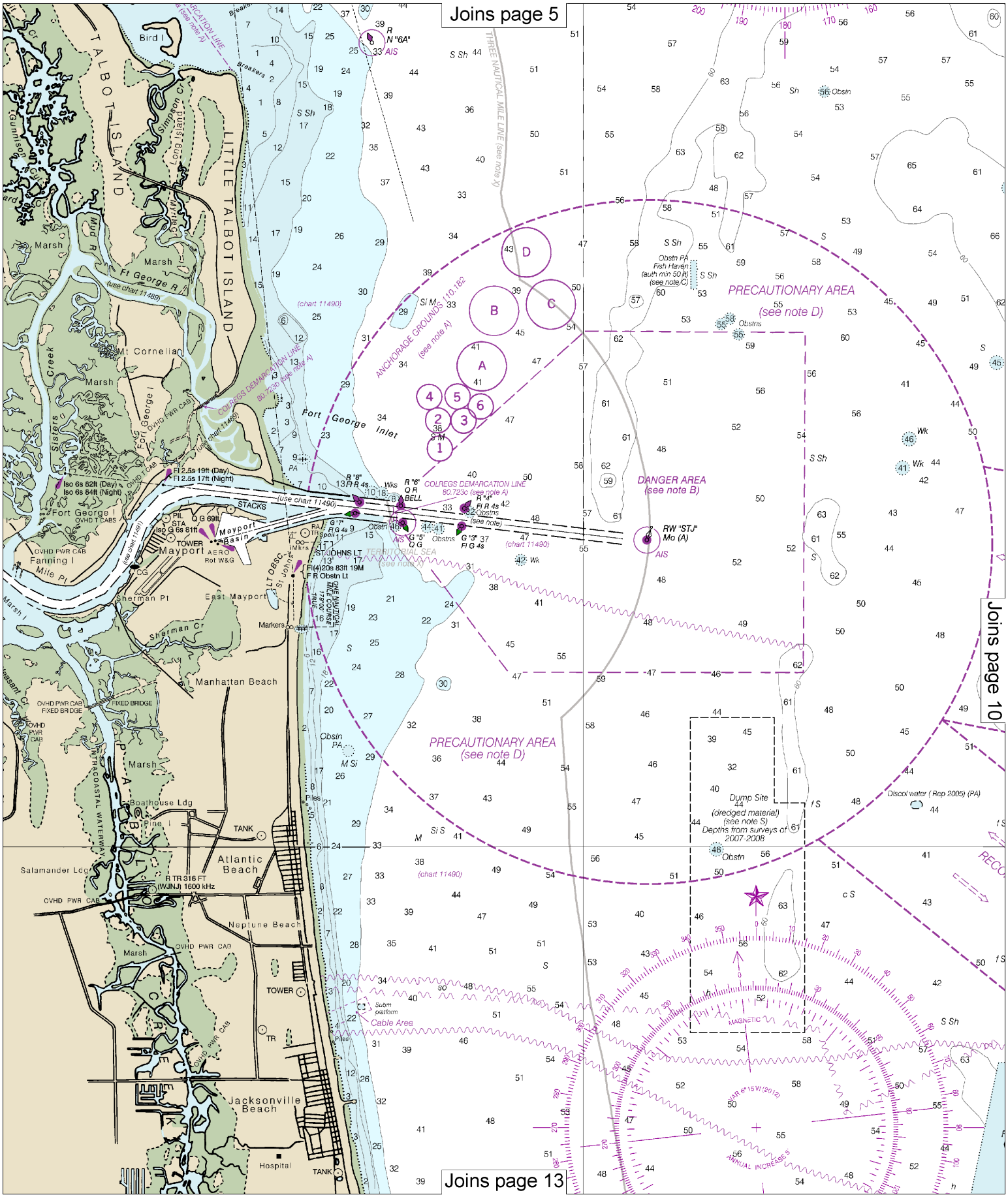
Joins page 12

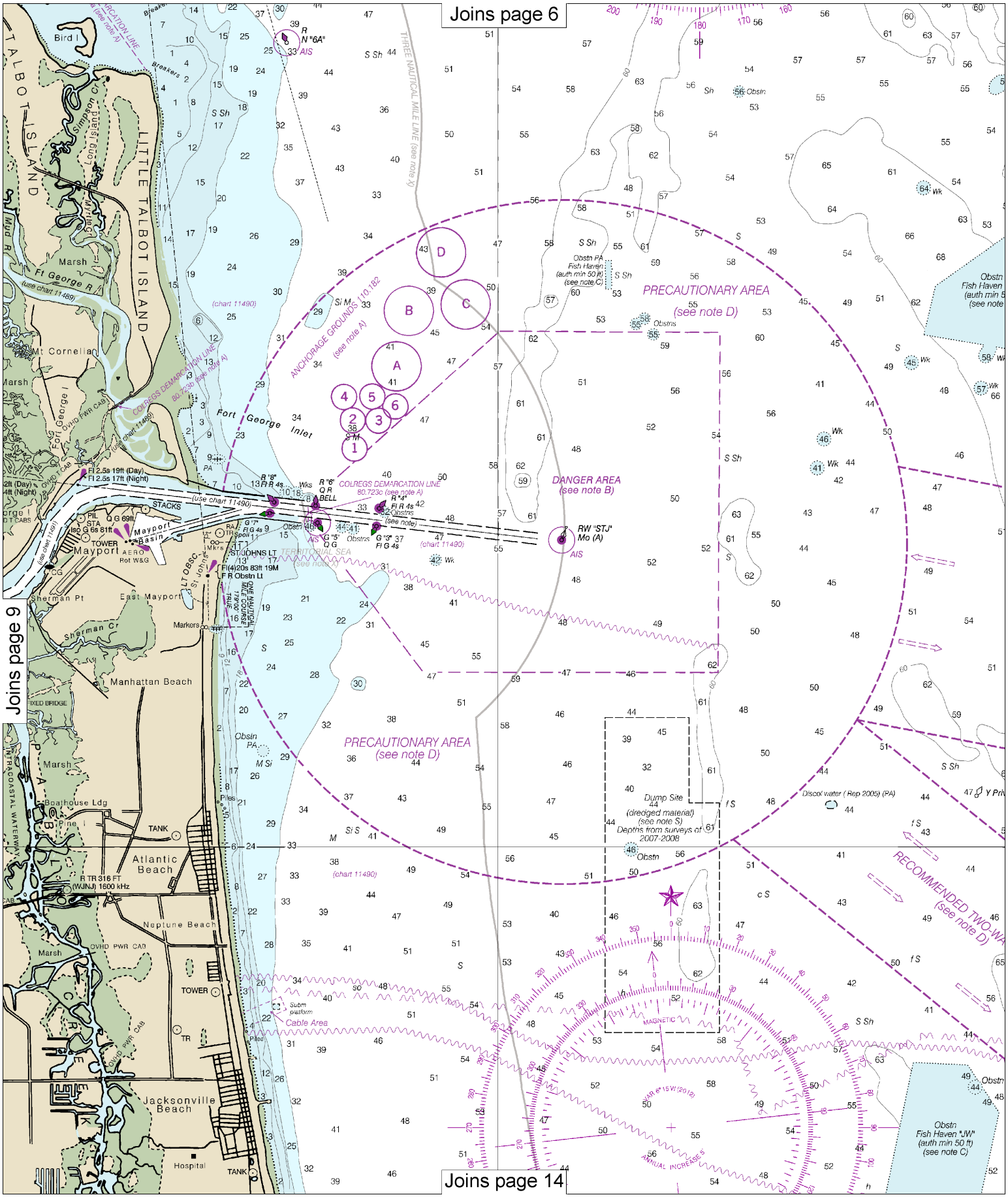
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
TALBOT ISLAND
LITTLE TALBOT ISLAND
Bird I
Simpson Creek
Long Island
Mud R
Marsh
Ft George R
(use chart 11469)
Mt Cornelia
Creek
Sisters Creek
Ft George I
OVHD PWR CAB
Fort George Inlet
(chart 11490)
COLREGS DEMARCATION LINE
80.723b (see note A)
ANCHORAGE GROUNDS 110.182 (see note A)
THREE NAUTICAL MILE LINE (see note X)
PRECAUTIONARY AREA (see note D)
DANGER AREA (see note B)
TERRITORIAL SEA (see note Y)
Fl 2.5s 19ft (Day)
Fl 2.5s 17ft (Night)
Iso 6s 82ft (Day)
Iso 6s 84ft (Night)
STACKS
Fort George I
OVHD T CABS
PIL STA
Iso G 6s 81ft
TOWER
Mayport
AERO
Rot W&G
Mayport Basin
Fanning I
Mile Pt
CG
Sherman Pt
East Mayport
Sherman Cr
Marsh I
Manhattan Beach
OVHD PWR CAB
FIXED BRIDGE
INTRACOASTAL WATERWAY
Boathouse Ldg
Pine I
TANK
Atlantic Beach
Salamander Ldg
R TR 316 FT (WJNJ) 1600 kHz
Neptune Beach
TOWER
TR
Subm platform
Cable Area
Jacksonville Beach
Hospital
TANK
ST JOHNS LT
Fl(4)20s 83ft 19M
F R Obstn Lt
LT OBSC
Markers
Obstn PA
M Si
Si S
Dump Site
(dredged material)
(see note S)
Depths from surveys of 2007-2008
Discol water (Rep 2005) (PA)
Obstn PA
Fish Haven
(auth min 50 ft)
(see note C)
Obstns
(see note)
RW "STJ"
Mo (A)
AIS
R "6" Fl R 4s
R "8" Q R BELL
R "4" Fl R 4s
G "5" Q G
G "3" Fl G 4s
G "7" Fl G 4s
Wks
Wk
Obstn
S Sh
M
S
f S
c S
MAGNETIC
VAR 6° 15 W (2012)
ANNUAL INCREASE 5'



10

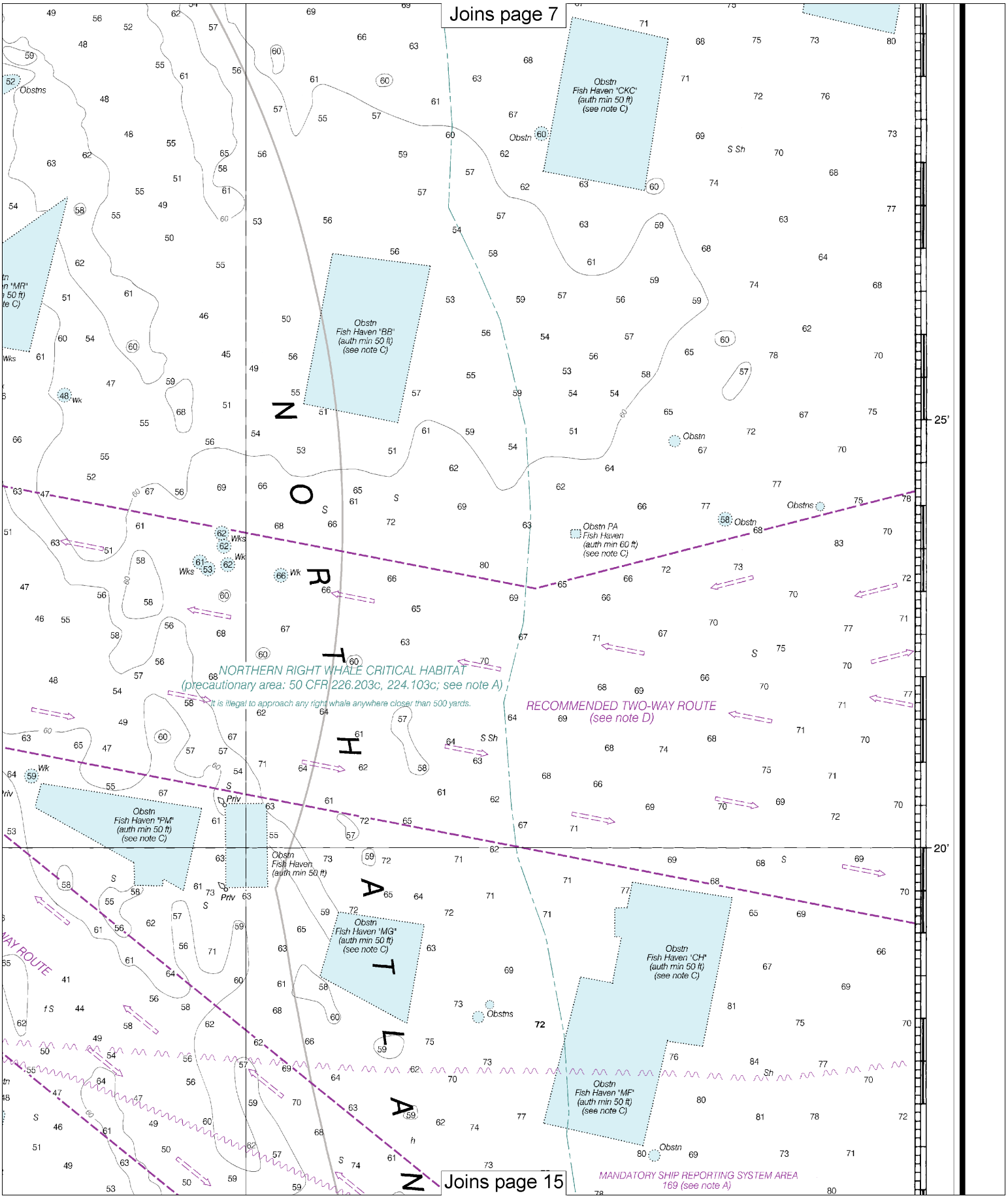
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
Obstn
Fish Haven "CKC"
(auth min 50 ft)
(see note C)
Obstn
Fish Haven "BB"
(auth min 50 ft)
(see note C)
Obstn PA
Fish Haven
(auth min 60 ft)
(see note C)
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.
RECOMMENDED TWO-WAY ROUTE
(see note D)
Obstn
Fish Haven "PM"
(auth min 50 ft)
(see note C)
Obstn
Fish Haven
(auth min 50 ft)
Obstn
Fish Haven "MG"
(auth min 50 ft)
(see note C)
Obstn
Fish Haven "CH"
(auth min 50 ft)
(see note C)
Obstn
Fish Haven "MF"
(auth min 50 ft)
(see note C)
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
Joins page 15
25'
20'

Joins page 8

CONTINUED ON CHART 1

15'

10'

05'

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

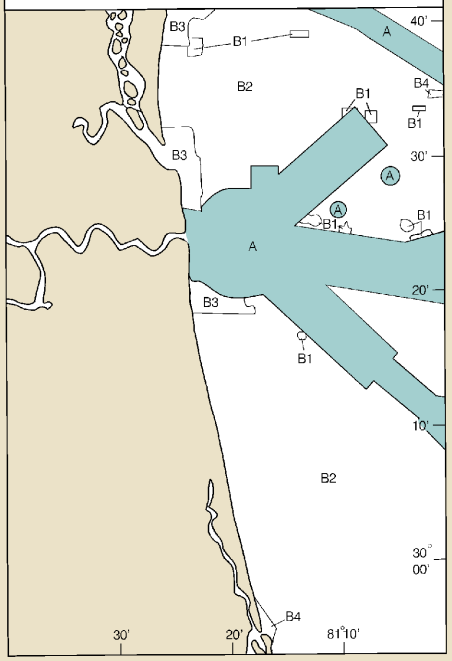
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ny Corps of Engineers are periodically resurveyed and are
his diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1998-2014	NOS Surveys	full bottom coverage
B1 1990-1998	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



RADAR

Radar reflectors
floating aids to
reflector identificatio
omitted from this c

INTRACO

For the Intracoast
this chart, use charts
and channel markers

The buoys marking th

POLLU

Report all spill
stances to the Na
1-800-424-8802 (to
Coast Guard facility
is impossible (33 C

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

FLORIDA

AMELIA ISLAND TO ST AUGUS

Mercator Projection
Scale 1:80,000 at Lat. 30° 17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
ch, Amelia River	(30°41'N/081°28'W)	6.6	6.2	0.2

Joins page 16

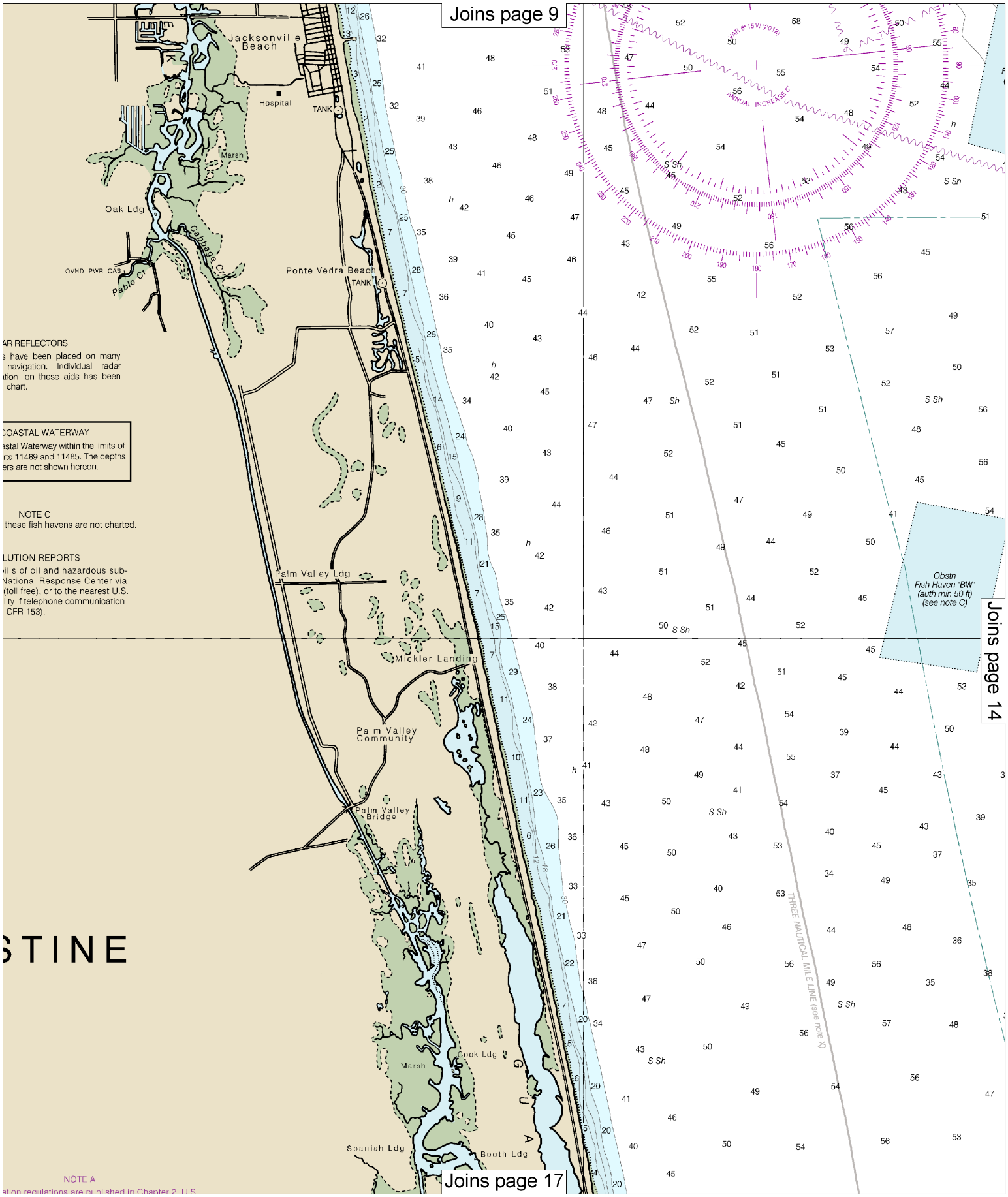
Navigati

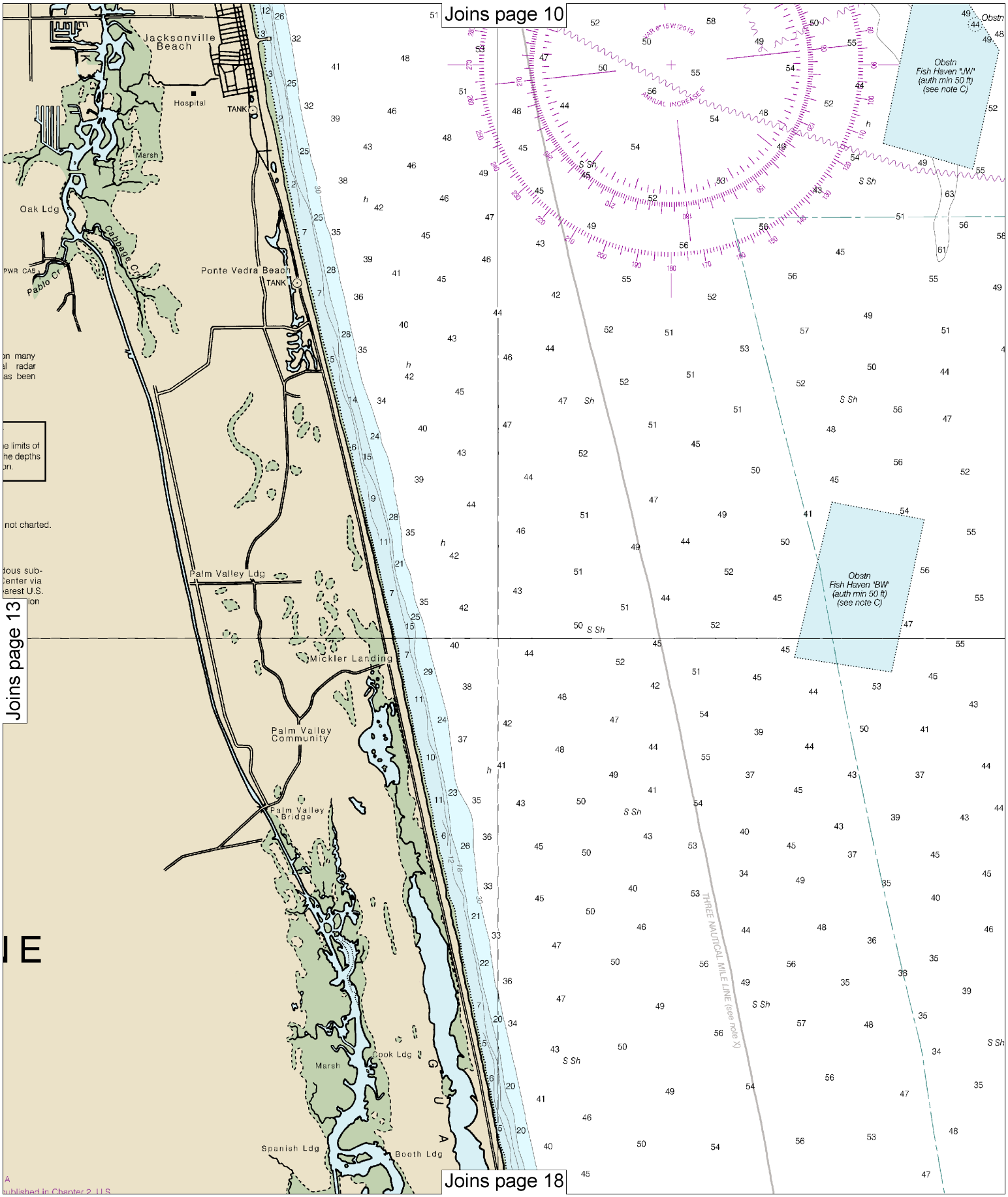
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 9
Jacksonville Beach
Hospital
TANK
Marsh
Oak Ldg
Cabbage Crk
OVHD PWR CAB
Pablo Cr
Ponte Vedra Beach
TANK
AR REFLECTORS
s have been placed on many navigation. Individual radar tion on these aids has been chart.
COASTAL WATERWAY
astal Waterway within the limits of rts 11489 and 11485. The depths ers are not shown hereon.
NOTE C
these fish havens are not charted.
LUTION REPORTS
ills of oil and hazardous sub- National Response Center via (toll free), or to the nearest U.S. lity if telephone communication CFR 153).
Palm Valley Ldg
Mickler Landing
Palm Valley Community
Palm Valley Bridge
STINE
Marsh
Cook Ldg
Spanish Ldg
Booth Ldg
NOTE A
ation regulations are published in Chapter 2, U.S.
Obstn
Fish Haven "BW"
(auth min 50 ft)
(see note C)
THREE NAUTICAL MILE LINE (see note X)
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

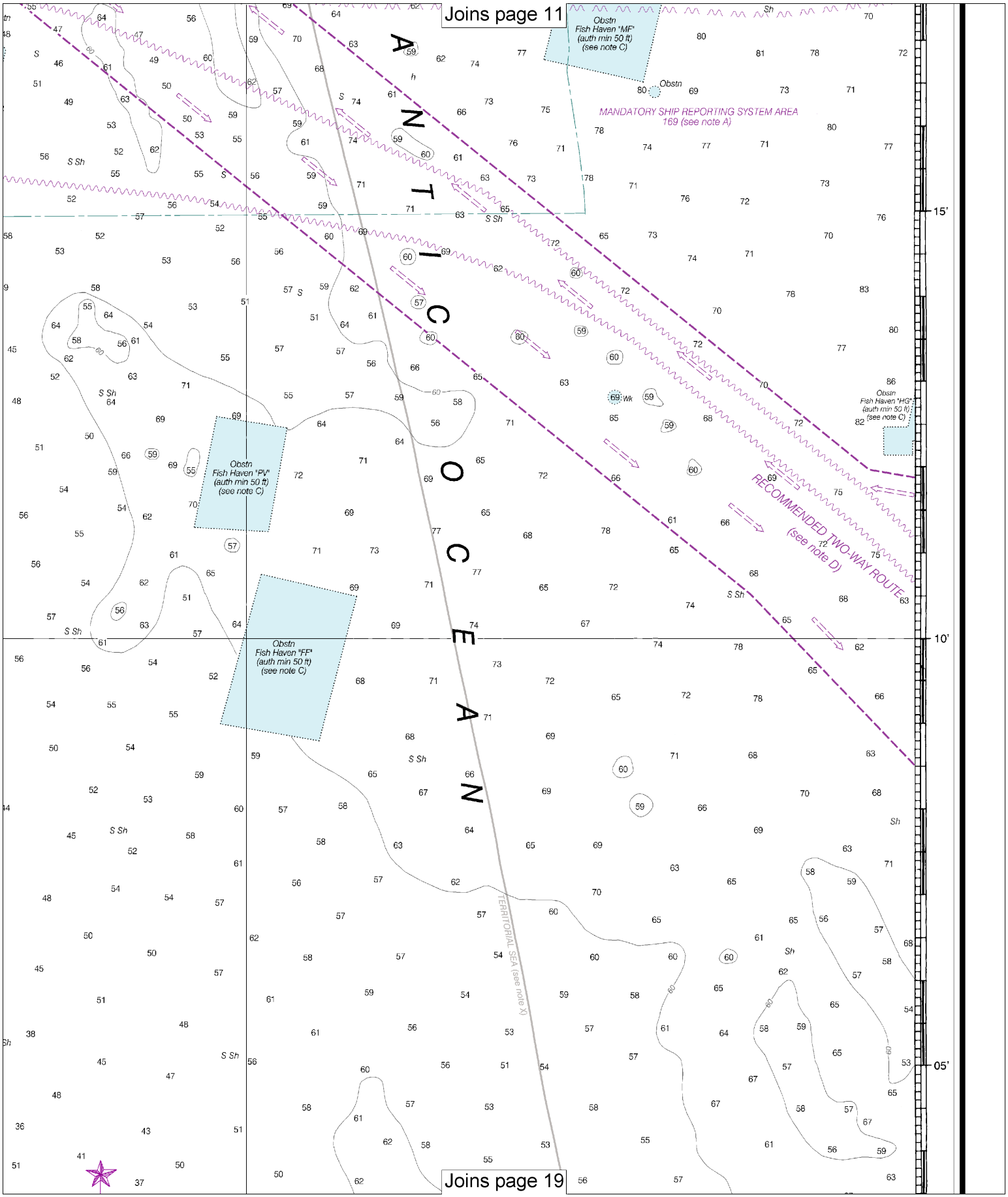
See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 11
Obstn
Fish Haven "MF"
(auth min 50 ft)
(see note C)
Obstn
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
ATLANTIC OCEAN
15'
10'
05'
Obstn
Fish Haven "HG"
(auth min 50 ft)
(see note C)
Obstn
Fish Haven "PI"
(auth min 50 ft)
(see note C)
RECOMMENDED TWO-WAY ROUTE
(see note D)
Obstn
Fish Haven "FF"
(auth min 50 ft)
(see note C)
TERRITORIAL SEA (see note X)
Joins page 19

Joins page 12

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Fernandina Beach, Amelia River	(30°41'N/081°28'W)	6.6	6.2	0.2
Nassauville, Nassau River	(30°34'N/081°31'W)	5.2	4.9	0.2
Jacksonville, Long Branch, St. Johns River	(30°22'N/081°37'W)	2.7	2.6	0.1
Jacksonville Beach, ocean	(30°17'N/081°23'W)	5.6	5.2	0.2
Oak Landing, ICWW	(30°15'N/081°26'W)	4.4	4.2	0.2
St. Augustine, City Dock, Matanzas River	(29°54'N/081°19'W)	5.0	4.7	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Osc oscillating
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.867" northward and 0.679" eastward to agree with this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6
Yards
1000 0 2000 4000 6000 8000 10000

30°
55'
40' 35' 81°30'

28th Ed., Sep. 2012

11488

CAUTION

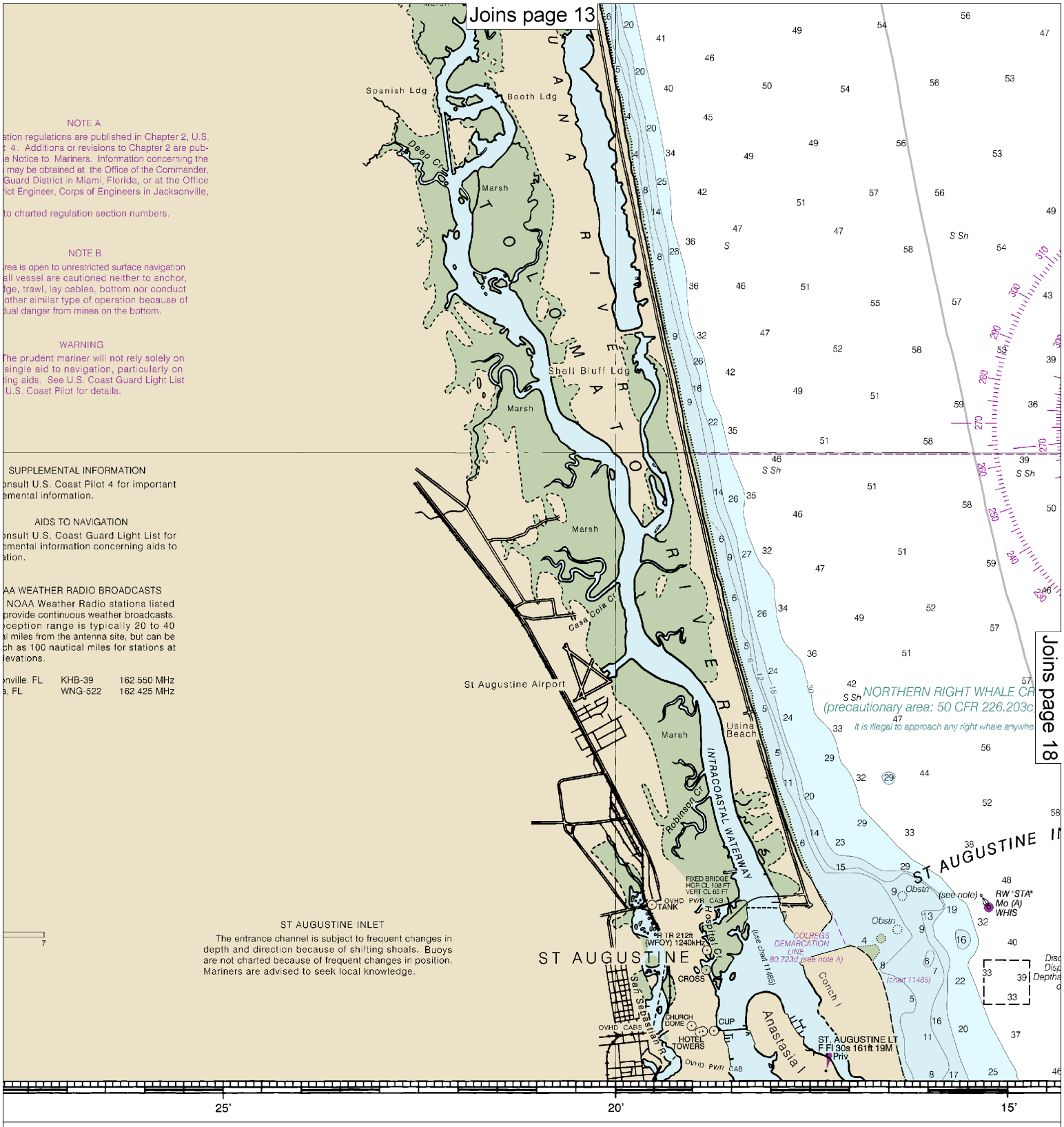
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/17/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



NOTE A

ation regulations are published in Chapter 2, U.S. t 4. Additions or revisions to Chapter 2 are pub- e Notice to Mariners. Information concerning the may be obtained at the Office of the Commander, Guard District in Miami, Florida, or at the Office ict Engineer, Corps of Engineers in Jacksonville,

to charted regulation section numbers.

NOTE B

rea is open to unrestricted surface navigation all vessel are cautioned neither to anchor, dge, trawl, lay cables, bottom nor conduct other similar type of operation because of dual danger from mines on the bottom.

WARNING

The prudent mariner will not rely solely on single aid to navigation, particularly on ding aids. See U.S. Coast Guard Light List U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

onsult U.S. Coast Pilot 4 for important emental information.

AIDS TO NAVIGATION

onsult U.S. Coast Guard Light List for emental information concerning aids to ation.

AA WEATHER RADIO BROADCASTS

NOAA Weather Radio stations listed provide continuous weather broadcasts. eception range is typically 20 to 40 l miles from the antenna site, but can be ch as 100 nautical miles for stations at levations.

nville, FL	KHB-39	162.550 MHz
a, FL	WNG-522	162.425 MHz

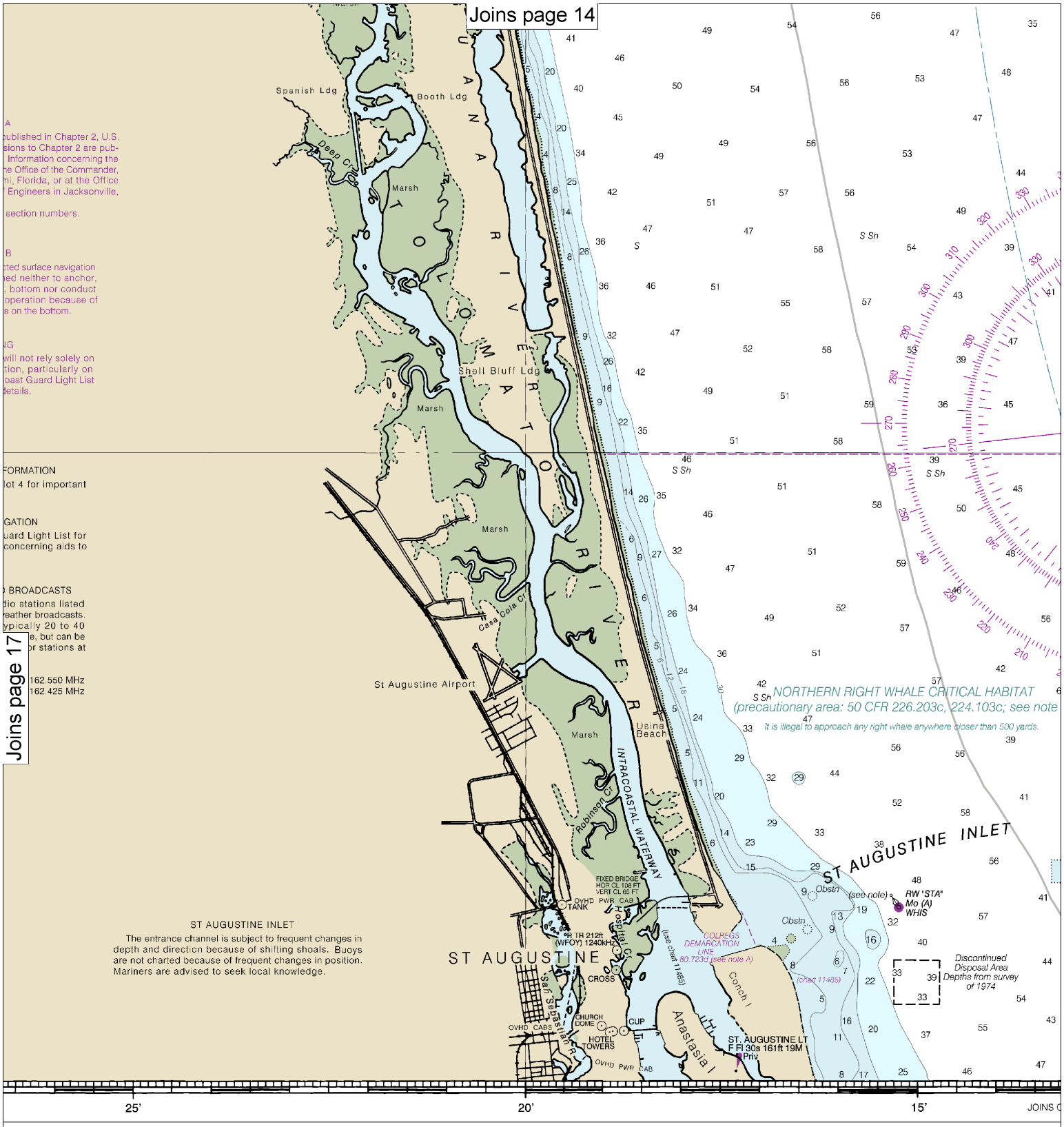
ST AUGUSTINE INLET

The entrance channel is subject to frequent changes in depth and direction because of shifting shoals. Buoys are not charted because of frequent changes in position. Mariners are advised to seek local knowledge.

OUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2



NGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	
METERS	1 2	3	4	5	6	7 8 9 10

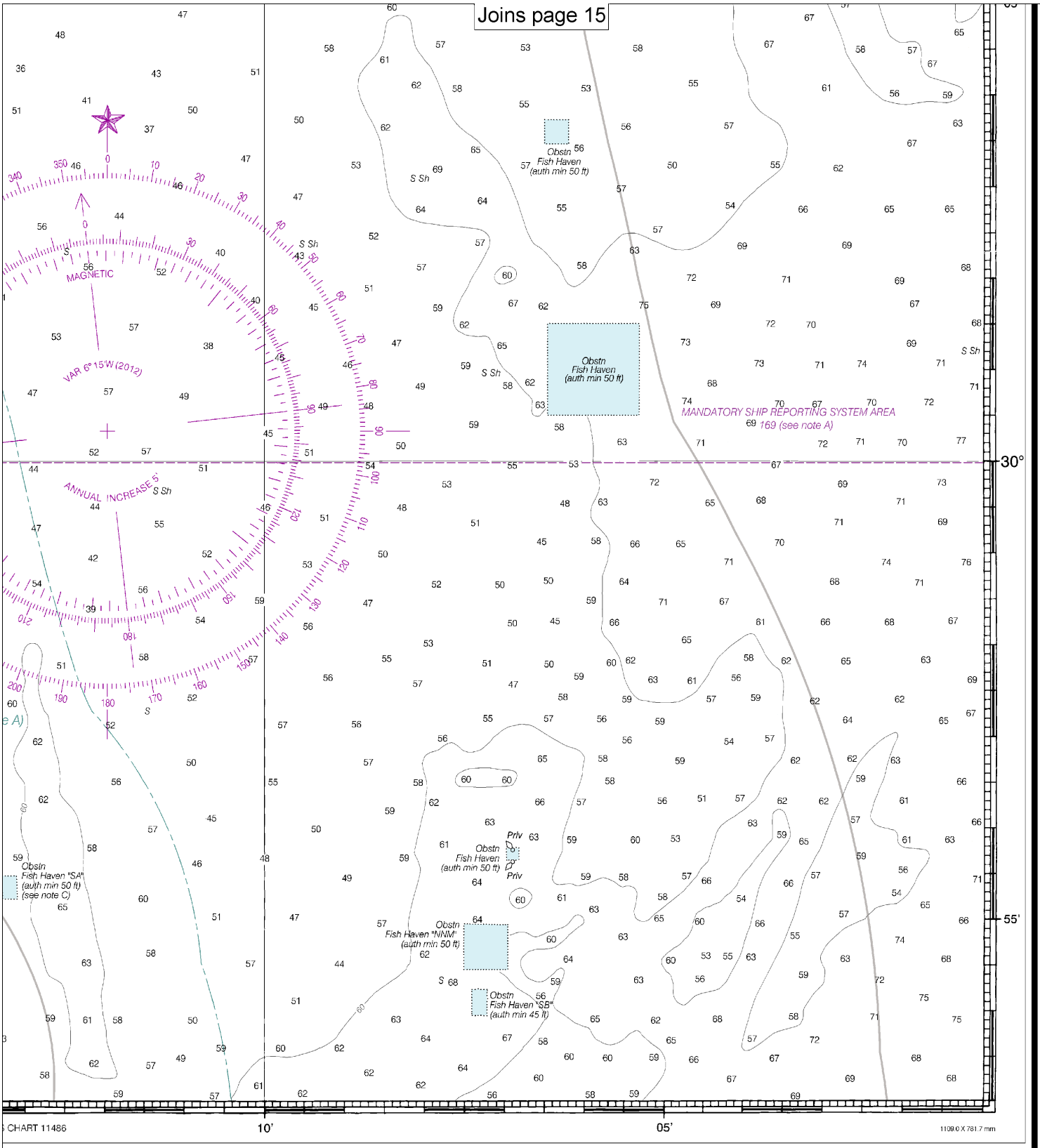
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Amelia Island to St. Augustine

SOUNDINGS IN FEET - SCALE 1:80,000

11488

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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